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THE INDIANAPOLIS JOURNAL

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in stecks and bonds than they have in jus-

zens' Street-railroad Company if it could

The subcommittee of the Senate finance committee will report the tariff bill to the full committee next Monday, and it ought to be reported to the Senate very soon

So long as the world's gold mines are turning out over \$200,000,000 worth of gold a year, it is idle to be fearful that the small and Austria to make a gold basis will make the yellow metal permanently scarce.

The Greek people must not be judged by the mob at Athens. Every city has its mob, and the present conditions at Athens are very exciting. The action of the popular leaders, and especially of the leaders of the opposition, has been patriotic and ad-

Ex-Senator Blackburn dies hard. In a tirade delivered in the opera house at Frankfort after his defeat he called the night assassins," and expressed the opinion "that God Almighty owed the people of Kentucky an apology for allowing them to

manufacturers, it would not be necessary

The proposition of the President to send several hitherto reliable correspondents affirm, the commissioner should not take two or three weeks to decide whether or of he

It the Indiana man who yesterday applied for appointment as auditor of the State Dethe fifth auditorship of the Treasury Department he would probably have known also that it was filled some weeks ago. istakes of that kind do not argue much knowledge of the organization of the gov-

"To protect the national honor every dollar of government indebtedness should paid in gold unless otherwise expressly stipwho will declare with heat that the man a matter of fact, General Grant wrote the sentence in his first inaugural address.

A communication from Mr. Rappaport, inted in this issue of the Journal, makes a strong argument in favor of the exclusive right of the Legislature, under the Constitution, to decide whether a given case one for general or special legislation. There can be no doubt that the Constitution intended to give and does give the Legislature large discretionary power in this behalf, and the question is, if the Legislature exercises that exclusive and discretionary power according to its best judgment, is its action reviewable and reversible by

Congressman Marsh, of Illinois, seems to have reduced the dispensing of patronage which are recorded the names of candidates, the offices they seek, when the term of the present incumbent will expire, and the indorsements of each candidate. In this turns to his books and sees at a he is able to decide at once fittest applicant by seeing who has the most indorsers. This is statesmanship as applied to patronage.

recommended the appointment. This would indicate that, in the opinion of the editor in party organization. In one town in the position outside the group of aspirants, and years ago one of the most prominent men come to this assault-the disaster which has lights be gathered.

lican, there can be no cause for raising a disturbance because any particular favorite . 5 cts

FACTIONAL PARTISANSHIP RUN MAD.

Washington dispatches indicate that the obstructionists in the Senate are preparing to make a determined fight against the must be checked. It is already given out tariff bill, first before it leaves the commitknows too well what this means. It means less he is to be dealt with by the alliance, that the obstructionists have determined to the "sick man of Europe" has been given do all in their power to prevent the passage | a tonic which will not improve his bearing of any legislation to relieve the necessities | toward Armenians and other unbelievers tion which for years past has done nothing famy of such a course it is only necessary Congress was convened.

The election of Mr. McKinley was an overwhelming verdict of the people in favor | tier. of monetary reform and a protective tariff to restore the revenues of the government. Of the two the latter was most urgent because the situation of the government was humiliating and dangerous. For more than European governments have more interest | revenues and piling up deficit and debt. | perhaps it will prove the turning point of better time," he said, "to put the govern- event is thus described: basis than now. The people have only reof the election. When Congress assembled every word of which emphasized the necessity for prompt action. After calling attengovernment had exceeded its revenues during every month since July 1, 1893, he said: In February, 1894, \$50,000,000 in bonds were

issued, and in November following a second issue of \$50,000,000 was deemed necessary. The sum of \$117,171,795 was realized by the sale of these bonds, but the reserve was steadily decreased until, on Feb. 8, 1895, a third sale of \$62,315,400 in bonds, for \$65,116,-244, was announced to Congress. The receipts of the government for the fiscal year ending June 30, 1895, were \$390,373,203,30 and the expenditures \$433,178,466.48, showing a deficit of \$42,805,223.18. A further loan of \$100,000,000 was negotiated by the government in February, 1896, the sale netting \$111,166,246 and swelling the aggregate of bonds issued within three years to \$262,-315,400.

For the fiscal year ending June 30, 1896, the revenues of the government from all sources amounted to \$409,475,408.78, while its expenditures were \$434,678,654.48, or an excess of expenditures over receipts of \$25,203,245,70. In other words, the total receipts for the three fiscal years ending June 30, 1896, were insufficient by \$137,811,729.46 to meet the total expenditures.

Nor has this condition since improved For the first half of the present fiscal year | tion, a screaming crowd." But they reckthe receipts of the government exclusive of postal revenues were \$157,507,603.76, and its expenditures, exclusive of postal service. over receipts of \$37,902,396.46. In January of this year the receipts, exclusive of postal revenues, were \$24,316,994.05, and the expenditures, exclusive of postal service, \$30,-369,389.29, a deficit of \$5,952,395.24 for the Five days after the battle Secretary Sewmonth. In February of this year, the receipts, exclusive of postal revenues, were \$24,400,997.38, and expenditures, exclusive of postal service, \$28,796,056.66, a deficit of \$4,395,059.28, or a total deficiency of \$186,061. ending March 1, 1896.

The House realized the gravity of the sitbill on which the committee had been work-House deserves credit for having put it through without delay. It passed the finance. No doubt the Republican members of that committee can make some improvements in it and the country can well purpose. When the bill leaves their hands of the people as expressed at the polls in the last election, and unless it can be improved in the direction of producing more revenue or better protecting American industries it should be passed in that form. Mere factious opposition to it will be oppo-American interests. Refusal to vote supplies for the government during the war was not more disloyal than will be factious opposition to a measure designed to re- sippi. lieve the government from financial distress in time of peace and restore business and prosperity. If, as is foreshadowed, the obment of any tariff legislation they will put themselves in the attitude of traitors to the government. Such a course will be fac-

THE FAILURE OF THE POWERS.

The "powers" have not distinguished themselves by their connection with the other matters that may come before Con-Graeco-Turkish affair. At the outset they declared a purpose to interfere, which they did, but in a manner which simply made matters worse. If they had at the outset of the troubles in Crete made it clear that Turkey would be sustained in retaining its Now and then a Republican paper shows grasp upon Crete, or that Crete should have so much ill-feeling over the selection of a the independence it has so long desired postmaster in its vicinity that it assails and so frequently fought to obtain, there with vehement abuse the Congressman who | would have been no war. It could have made little difference either way the powers had decided. It might have been better question, a postoffice worth \$600 a year is of | to have permitted the Cretans to have their more importance than the welfare of the independence, which would have been granted had the powers so declared. Insent war ships to Cretan waters to supproclamation that the powers would blockhe has done so. Thereat a Republican paper | ade the ports of Greece. Before this was assails the Representative in a long and | done Great Britain withdrew from the "convery bitter article, which it is probable that | cert" and assumed a neutral attitude. The every Democratic editor in the district has | failure of the powers to make good their for use during the next cam- | threatened chastisement of Greece emboldpaign. The Republican party has a large ened that highly inflammable people to membership-so large that the 70,000 post- rush to the border, without a declaration offices in the country will be exhausted be- of war, and attack the Turkish outposts. one thousand gets one. This The King, actually at the mercy of the care, those who have failed to frantic Greeks, was forced to give to the get one should recognize the fact and not invasion of Turkish territory whatever aufurnish ammunition for the enemy. Some | thority he had. There could be but one out- | the prima donna is, there will the lime

in the Republican party began a campaign | come to the Greeks, who seemed not to speech by declaring that if parties existed | know that all that Turkey has needed the for no other purpose than to obtain and past fifty years was the consent of the distribute the offices, he would never take powers to bring Greece under its dominapart in a campaign, since there would not ! tion. As the guardians of Europe, the powbe enough in the struggle to repay for any ers should have prevented the Greeks from part of the effort. In the judgment of the | sacrificing themselves. It may be said that Journal, the selection of postmasters to such guardianship should exist. To us made a matter of altogether too much im- the past few days are considered it must portance in several places in Indiana. So be evident that such an impulsive and inlong as the man selected will faithfully dis- sistent people as the Greeks seem to be charge his duties and is a reliable Repub- need the restraint of a power which they

The outcome thus far can conserve no of a few Republicans did not get the posi- desirable end. The powers have shown that they cannot act in concert. Russia, Germany and Austria, three governments representing military imperialism, are reported to have formed an alliance which means that the tendency to popular government that this alliance can dictate the policy of Europe. Turkey has gained prestige. Unhave lost prestige by what has occurred. but it has been made evident that the alliance of Russia, Germany and Austria was inspired by a hostility to the designs of that government. As for Greece, it will be to recall the circumstances under which | compelled to pay the expense which Turkey has incurred in driving her half armed and undisciplined soldiery in rout from the fron-

TURNING PANIC INTO VICTORY. The description of the Greek retreat from Mati shows that it was a rout with all the Even Democrats were dumb in the face of the war, but such a rout is not always a this situation, and practically acknowledged | decisive victory. The rout and panic of the the inability of their party to deal with it. Union army in the first battle of Bull Run, case a general law cannot be made appli-It was admitted on all hands that the first July 21, 1861, were almost as great. In that cable, yet I think it has the power to do duty of the Republican party would be to battle, the first of the civil war, timely re- the right of claiming, in this respect, greatprovide revenues for the government and inforcements enabled the Confederates to er authority than the Legislature. Legisopen the way for a return of prosperity. snatch victory from defeat and drive the There was an almost universal demand for | Union army back to Washington in wild a special session of Congress, and no part | confusion. The latter lost twenty-seven of Mr. McKinley's inaugural address re- cannon and only brought one off the field. ceived more general approval than his an- It left behind over three thousand men nouncement that he would call a special killed, wounded and prisoners. There were session on March 15. "There could be no others in the flight besides soldiers. The

McDowell was to attack the Confederates on Sunday, July 21, scores of men, and even every grade, and plain citizens, went out in carriages to witness the conflict as to a spectacular show. Passes from military commanders were like tickets to a Roman circus or a combat in the Coliseum, and well as Republicans recognized this obliga- the vicinity of the battlefield was gay on Sunday morning with civilians, who indulged in wine and cigars at early luncheon. The heights were crowded with spectators, and they enjoyed the roar of the battle as it went on. The excitement was delicious while danger was distant. It assumed a different phase before night, and glowing cheeks were made pale with terror tion to the fact that the expenditures of the | when the flying regiments came thundering on with tales of defeat and disaster and of pursuing Confederates. The spectators joined in a pell-mell rush for safety. Soldiers and citizens and well-dressed women were mingled in picturesque confusion in the line of fugitives who crowded the highways. In several places the roads became blockaded with overturned vehicles or abandoned cannons, and horses and humankind seemed equally eager to escape from the whirlwind of destruction that followed in fury behind them for a while.

The rout was complete, and the panicstricken soldiers and civilians came rushing order. The Confederates thought this victory foreshadowed the speedy ending of the oned without their host. They did not know 580.44 for the three years and eight months | pected. For a day or two the panic which ing for months. It would be unreasonable in a vigorous reconstruction upon a scale House March 31, and since then has been in | Bull Run into Appomattox. But the Greeks

Now that the floods are sweeping away of getting rid of the water proposed several years ago by Captain Cowden has been revived. That plan was to establish a number of outlets that the water may make its way freely to the gulf. He proposed to let from the lake several lagoons leading to the gulf were to be opened so as to greatly its present course so that its waters would reach the gulf without entering the Missis-

All accounts indicate that while the new senator from Kentucky may not prove to Republican strength in the Senate. The Louisville Courier Journal says:

In private life he has the respect of his fellow-citizens, and in public life he has the confidence of his party. He is a party man, and upon political questions he can be counted on to stand for Republican views and measures. It is safe to say that he will follow his party upon financial and

BUBBLES IN THE AIR.

"There is nothing," said the gentleman eminent in politics, "that I enjoy more than

"Did you ever get one?" asked the impu-The Key to the Situation.

'Having nothing else in need of elucidation." said the Cornfed Philosopher, "I have come to the conclusion that the Cubans are borhood of the Florida keys, while Weyler is confining his attention to the typewriter

"I wonder what that guy acrost the street

is talkin' about?" mused Mr. Dismal Daw-"He is tellin'," replied Mr. Everett Wrest, down in Cuby."

"Huh! I've been there right here at

The Throne and Some Lights. The fierce light so often mentioned beats upon the throne no longer.

that the throne occupied the right upper entrance vicinity, and that the prima donna

SPECIAL LEGISLATION.

An Argument Showing that It is Part of a Legislature's Power.

To the Editor of the Indianapolis Journal: Section 119 of the Constitution of the State

"In all the cases enumerated in the pre-ceding section and in all other cases where a general law can be made applicable, all laws shall be general and of uniform operation throughout the State.' Section 124 reads:

"No act shall, take effect until the same shall have been published and circulated in the several counties of this State by authority, except in case of emergency, which emergency shall be declared in the preamble or in the body of the law."

The similarity of both sections is in this: that they both provide for an effect depending upon the judgment and opinion of the Legislature. In the one case somebody has to judge whether a general law can be made applicable, in the other whether an emergency exists. Surely, when the framers of the Constitution adopted these two sections they had nobody's judgment in mind but the General Assembly's. Of whom else could they have thought? That they did not think of anybody else's judgment in the case of an emergency is made clear by the provision that the emergency shall be declared in the preamble or the body of the law. But suppose this provision was not there, who else could have the power of declaring an emergency? It is my opinion that this provision does not give the Legislature any power which it has not in the other case, but that it creates a duty for the Legislature which it does not create in the other case, namely: the duty to express its opinion and judgment. Suppose again, this provision were not there, would the Legislature not have the power to declare an emergency Who else could have that power under the Constitution? While it would not be the duty of the Legislature, in case of an emergency, to say so, yet it would be its right, and as nobody else has this right the provision is really without any effect, because, even without it, no law would take effect immediately unless the Legislature declared the existence of an emergency. If there is some logic in what I say, then it applies, I believe, with equal force to Section 119 of the Constitution. Although it is not made the duty of the Legislature so, and I doubt that a court would assume

legislation, and in all cases where special legislation became unavoidable they have tried to give it the form and semblance of general legislation. Is that not a mistake? They have never enacted a law from the language of which it could have been presumed that they made a special law because in their judgment a general law was not applicable; they have never made a law from the language of which it could be presumed that it was their intent to exercise the power given to them in this respect by the Constitution, but, on the contrary, have made every effort to conceal their actual intent. In this way they gave judges an opportunity to declare unconstitutional special legislation appearing in the garb of general legislation upon the presumption that the Legislature did not do what it intended to do-that is, pass a general law. There has, to my knowledge, never been any honest and open effort by any Legislature to exercise the power givby the Constitution toward special legislation in cases in which general legislation was not applicable. I think it should be tried, perhaps not in the street-railroad matter on acount of the great risk, but in some matter of little import, and such a law, containing the declaration that in the judgment of the Legislature general legislation is not applicable, should be tested in the courts. If we gain nothing else by it, it will at least enable us to see clearly that we are drifting toward legislation by federal judges and toward a censorship of the legislative department by the judiciary. PHILIP RAPPAPORT.

Indianapolis, April 29. ON THE GREAT LAKES.

Canada Suspicions of United States Cruisers Seen There.

Canadian Correspondence London Mail. Are the naval estimates soon to be increased by the necessity of providing protection to a part of the empire at present wholly unregarded? It certainly seems as if such is to be the case. Indications point to the arming for the first time since 1815 of the great lakes, which, for close upon one thousand miles, form the dividing line between Canada and the United States. and if these indications point truly there must follow an increase in the estimates. The question whether the great lakes are to carry on their bosoms fleets flying the union jack and the stars and stripes has arisen practically within the past year, but there is little doubt that the year 1897 will see the matter come to a head. In September last there was launched at Cleveland. O.-President McKinley's own State and Mr. Hanna's own city-a vessel, the Gresham, which cannot, save by a ridiculous stretch of imagination, be classed among the only class of vessels that are by treaty allowed upon the waters of the great lakes. Moreover, two more vessels, differing in no essential particular from the Gresham, are soon to be affoat. And on top of this came the annual report of the chief constructor of the United States navy, in which, according to newspaper reports. "he urged the desirability of adding to the number of merchant steamers retained for services as auxiliary cruisers in the event of war, and laid particular stress on the advantage of such vessels being retained on the great lakes." To be sure, there is only one naarmed vessels on the great lakes of America could be of any possible service, and that nation is Great Britain. For eighty years the great lakes have been given over wholly to commerce. When

peace was restored after the wicked war of 1812 the arrangements signed by England clause-a clause that, as a matter of fact, was almost the only practical result of the vindictive struggle. This was to the effect that neither England nor the United States was to keep men of war on the great lakes. Revenue cutters, sluggish and harmless. both Canada and the United States have had, but the agreement has, up to date, been loyally adhered to by both parties to

ever, is not to last, and in this summer the United States, with three new cruisers, will have complete command of the great lakes. The new vessels are classed as revenue cutters by the officials at Washington; but. says a Washington dispatch sent to the dally papers published in the lake cities. quite unofficially the officials of the revenue-cutter service concede that the three new cutters for lake service will be pretty formidable vessels.'

the part of the "revenue-cutter service of- | southern Brazil and in the La Plata states, ficials," for when the armament and construction of the "cutters" are known, even the landsmen least learned in matters pertaining to the navy can guess that the ves- of German industrials to a much more apsels are fitted for more serious work than the prevention of a few smugglers coast fishermen from wrong doing. The Gresham carries batteries of light, rapid- | itants have preserved their nationality for firing guns and is fitted with torpedo tubes. In her construction "arrangements have been made for the setting of sponsons for ably quick manner by South American a heavy primary battery." She and her peoples. But, on the whole, it is certain the

than sixteen knots an hour. Now that McKinley is President there can be no doubt that the shipbuilders of the great lakes will succeed in an attempt they have long contemplated, to induce Congress to secure the abrogation of the clause forbidding armed vessels on the lakes. The ship-building yards have, no doubt suffered severely under the workings of the clause in the 1817 treaty. By it they are debarred from tendering for the construction of the navy the United States is now busily engaged in building, and more than this, they can have no hopes of securing any contracts for fighting ships which foreign governments might be disposed to give to them. In the Detroit yards the Russian government have lately had built a number

of powerful steamers for winter work on

frozen rivers and lakes, and the inland ship builders having all the facilities for turning out any class of vessel either private parties or the nation may need, sit impatiently under the restrictions of the, to them, obnoxious clause. It is certain that had this provision in the treaty of 1817 been non-existent, the lake ship builders would have been given large and most lucrative contracts from Washington. It may be a surprise to many in this country to learn that the shipbuilding industry on the lakes is much greater than the output of the Atlantic and Pacific ocean yards combined. The Glasgow Herald, in its survey of shipbuilding for the year 1896, a survey that covers the yards of the world, shows that, whereas the yards of the great lakes put upon the waters 110,910 tons of shipping last year, the Atlantic and Pacific ocean yards floated 67,271 tons only, Seven lake citles have fully-equipped yards -viz. Detroit. Chicago, Buffalo, Toledo, Bay City, West Superior and Civeland, the ocean shipbuilders having their headquarters at Philadelphia, San Francisco, Wilmington, Newport and Delaware. Last year

aged over 3,000 tons each. Against the idea of abrogating the treaty should her objections be overruled the Canadian, who is far less inclined than we in England are to looks upon his neighbor across the line as an unbellicoclous, disin
which now grace and honor the city of hesitation. The other, however, was not so the Supreme Court of the United States willing. 'Mary,' she said to her companion, has decided that a dog is in very much the same position as a pedestrian trying made by rich and poor for the sake of edumy feelings are, and that I am at heart in to cross a bicycle path—he has no rights.

considerable bitterness the sufferings their

When the question of the abrogation of the clause in the treaty comes up, as it certhe negotiations in hand must remember that to do away with the arrangement means the efficient arming of the Canadian shores, as well as the waters of Lakes Superfor. Huron, St. Clair, Erie, and Ontario, the placing of a great civilizing pe and the rivers that link these lakes one with as neither Turkey nor Russia car the other. This seems to be inevitable- as guardian of the bridge between

either these new "revenue cutters," or the and Asia. "Let Us Have Peace."

He dreamed of peace even in the horrid din When friend and foe lay dying on the ground Paying the price of victory. And now lies in peace, tasting the rest he gave, With all a nation's honor at his grave.

Peace was the object that he aimed to win.

-New York Evening Sun. OWNING STREET-CAR TRACKS. English Cities Where This Plan Is

Found Profitable. New York Letter in Philadelphia Inquirer. A few weeks ago I gave an account of the experience of Giasgow in running its own street-car lines. Since then I have oball of which have an important pearing on the question and a brief summary of waich

will be of interest. While I am not prepared to indorse the idea of the city running its own street cars, the ownership of its own tracks is undoubtedly both wise and prontable. fact is a city like New York or Philadeiphia makes a great mistake not to build ble companies to operate. The experience of Birmingham, Manchester, Bradford and Liverpool in owning their own tramways has been most satisfactory, while Glasgow and Leeds have gone still further and undertaken to operate them, in each case with success. It should be borne in mind that, the three largest of those cities-Liverpool, Manchester and Glasgow-each has a population of about half a million; Leeds, Braceford and Birmingham about 300,000 each. Yet we find on the first rental Birmingham to-day is making a net profit of \$30,000 per annum out of her street railways over and above the sinking fund provision, which, moval of General Pleasanton was made. when the lease expires, will give the city the possession of its entire tramway sys-

tem absolutely free of cost. on the loans created for building the lines | the sale just before the advance in price." and the sinking fund, had, up to 1894, turned | The President took charge of the appointover \$300,000 in relief of rates-by this time probably \$400,000. These results have been achieved after a liberal expenditure in order to keep the lines in good repair, and

after ample allowances have been made for In Liverpool the tramways, which are n all cases owned by the corporation and leased to private companies, yield a net annual surplus of from \$35,000 to \$50,000. This after all provision for extinction of loans, repairs, etc., are paid. The Glasgow experiment, as shown in the Inquirer two weeks ago, has gone further. Up to 1891 it had expended \$1,700,000 on its tramways, and received from the companies nearly \$2,000,-000. The city was doing well enough, but owing to the ill-treatment of the employes on the part of the railway companies decided to take upon itself the operating of the roads. The experiment will in all probability prove successful.

Bradford has twenty-five miles of tramways, which cost the city about \$500,000. As in all the other cases it has proved a prohitable and wise investment. Leeds started out by owning the tramways, but not the equipment. In 1894, for the same reason as Glasgow, the city took possession of the property on reasonable terms-ears, engines, horses, depots, etc.and amid great rejoicing began the work under city management. The first year increased the traffic by half a million passenand the hours of labor reduced, and the enterprise will probably succeed. Placing, however, on one side the experi-

ments of Glasgow and Leeds, we have clearly and incontrovertibly established the fact that in owning their own street-car lines these six cities, with an aggregate population only slightly exceeding that of New York city, and much less than Greater New York, acted wisely. In summarizing the results, it is found that after paying all expenses at the expiration of the leasessay running twenty-five years-the cities will come into the free ownership of the entire street-car lines. That from then on the rent, which will run into the hundreds of thousands of dollars in each case, will be clear gain. Some of the cities have done better than this and are beginning to pay a rate profit, after all expenses, including sinking fund, have been met. Before giving more franchises away, should we not at least investigate these facts? It is not proposed that the municipality of New York shall operate its street cars. The ownership of its own streets and the leasing of the same to railway companies to operate would in a comparatively short time pay for the lines, and from that on these valuable rights would become a perpetual source of income and of relief to the taxpayers. Have we not sufficient municipal spirit and common honesty here to adopt

some such method? PREFERS SOUTH AMERICA.

Why Germany Discourages Emigration to the United States.

While an important section of our people endeavor to restrict immigration, the country which for many years furnished the argest contingent of our immigrants is also anxious to divert the tide of emigration from our shores. The German colonies are beginning to absorb much of it, but their capacity is limited, for South Africa is not ted for small farms. The German government has therefore decided to encourage emigration to Spanish America. The following excerpt from the Frankfurter Zeitung describes the reasons:

"The government is acting in accordance with a new principle. To restrict emigration is no longer thought of; instead, the government will endeavor to guide emigraion as public opinion in Germany demands. The emigrant is to be no longer a dead loss. The country, having paid for his education and training, should profit by his settling abroad. Hence the tide of emigration will be turned as much as possible away from North America and toward South North America, it is argued, is ar in character to the German that the latter is speedily assimilated, and is soon ready to compete with his former countrymen in all agricultural and industrial branches. In South America, especially in German customs and the German language are preserved much longer, and the German preciable extent. There are, of course, ex-In the United States may found German settlements whose inhabtwo sister cruisers are built to steam more | German resists assimilation much longer among the Latins than among the English Emigration will, therefore, be directed as much as possible to the shores This does not mean that emigration to

the United States and Canada will be forcibly prevented, or that the government will make special efforts to send to South America people who have already decided to emigrate to North America, or to Australia. | it is characteristic and abiding. The government will, however, endeavor to obtain special advantages for Germans willing to swell the population of the southern

Greece and the "Unspeakable Turk."

Since my first visit to Greece, twenty years ago, I have watched the life and progress of her people; and I know few things that are more encouraging. Despite all the vexations to which their guardians have subjected them, and all the obstacles they have thrown in their way, despite also their own natural shortcomings, they have shown, in both material and spiritual things, all the virtues of a progressive and civilized people. Their country, left them a desert by the Turks, has become, to a large extent, productive and beautiful. The population, now 2,600,000, has doubled in the last twenty years. In 1877, there were hardly a hundred miles of carriage roads, and only five miles of railway in the whole country. To-day, there are roads everywhere, and hundreds of miles of railway. In 1877, it was hardly possible for the traveler to find a bed outside of Athens; to-day, there are numerous hotels, with all European conveniences, in all the principal cities and But the true test and proof of Greece's indomitable spirit of culture is her educational system. By that she stand or falls. I have visited Greek schools through- of my colleagues I am reminded of the old out the length and breadth of the land. the vessels built at the Detroit yard averfrom the infant school kept by the peasant in the open air, against a sunny hovel wall. to the Arsakein, or girls' academy, and noble university, with 2,200 students.

terested friend, and who bears in mind with I cation and culture, will not doubt for a considerable bitterness the sufferings their moment that Greece is amply able to gov-sparsely populated country underwent in ern and civilize the lands now marred and 1812-15, and the lately imposed restriction to wasted by Turkish misrule. The sums of trade, will at once demand ample protection in the form of a fleet for service upon and the hardships undergone by the chilthe lakes. No doubt Canada will assist in dren of the poor in remote districts to the maintenance of such a fleet, but it is avail themselves of these, have no parallel not to be expected that she will pay the anywhere, save in the United States and Scotland. Who dares assert of such a people that it is not capable of ruling its ancient patrimony-the first home of libertainly will sooner or later, those who have ty-better than the barbarous Turk or the despotic Russian? There is but one just, peneficent, and effective solution of eastern question, and that is the restoration of the Greek empire to Greece, and

STORIES OF GRANT.

Former Secretary Boutwell Tells How He Managed the Finances. Ex-Secretary Boutwell, in New York

Herald. In my relations to General Grant as sec retary of the treasury I accepted the conclusion that he was influenced largely by military ideas. I cannot speak for the other departments, but as for the treasury 1 can say that he acted upon the idea that the secretary was to have the management, equipped with Westinghouse airbrakes. except as he might seek the advice of the The wooden cars last about ten years, while President or Cabinet, and that in case of the steel cars will last an ordinary lifefailure he was to retire from the office. During the period of my service he never dictated the appointment of any officer whose duties were to be performed in the | nished the Pittsburg, Bessemer & Lake street-car lines. Since then I have ob-tained data from five other English cities, single case did he suggest and press an ap-pounds and will have a capacity of 100,000 the treasury were limited to a few cases of An ordinary car has a capacity of 60,000 in digent women who were either widows or pounds. All of the steel for these cars will daughters of old soldiers. His course was be made in this city, thus giving the steel substantially this. He would say: companies many additional contracts. Rail-"Can you find a place for so and so?

Sometimes there would be a delay, but none of those cases did he ever forget. If there was not an appointment within what | wooden car can be built for much less. It these tracks itself, and rent them to relia- appeared to him a reasonable time he would "Have you found a place for so and so

And his interest would not cease until a

When Mr. Delano was made secretary of

the interior, and there was in consequence a vacancy in the office of internal revenue, the President suggested General Pleasan- | the best place in the United States, having ten for the place. I expressed a doubt as advantages for the manufacture of steel to his fitness, and especially upon the ground of his lack of legal training. The President said: "Try him. If he fails I will take him away." Within six months, upon the President's own suggestion, based upon | Bessemer & Lake Eric Railroad will have what he had heard from others, the re-moval of General Pleasanton was made. | 300 additional dump cars. These, it is said. | will be supplied by the Goodwin Dump-car The purchase of bonds was commenced | Company. by me without any conference with the President. As a natural result bonds ad-All the tramways of Manchester are vanced in price in the market. When that ing air chambers and automatic quick-actowned by the city, several having been happened the President jocosely said: transferred to it by local boards. The city "I think I ought to have been informed about your policy in the purchase of bonds, rents, and besides keeping up the interest | for I had occasion to sell some and I made ment of the principal officers at New York, Philadelphia, Chicago, St. Louis, New Orleans and San Francisco, but as to the other appointmnts outside the city of Washington they were left to the secretary of the treasury unless the attention of the President was called to them.

> ernoon, and informed him of the condition of things in New York as to the price of gold, and said to him that I proposed to advertise a quantity of gold fer sale the next said, "\$3,000,000 will be sufficient break the market."

On the Thursday preceding "Black Fri-

day" I called upon the President in the aft-

He said in reply, "you had better make As a matter of fact I advertised the sale of \$4,000,000, which was quite sufficient for the purpose. There were persons and newspapers at that time who gave voice to the groundless statement that General Grant was in some way interested in inflating the price of gold. Within my knowledge General Grant was scrupulous in all his conduct, and especially with reference to his relations to the government. After my services in the Treasury Department had ended one of my successors, without the knowledge of the President, made a purchase of silver from a corporation which the President was a stockholder. When he heard of the transaction he immegers. The pay of employes was increased diately ordered a sale of his stock, without any reference to the price.

General Grant's supremacy in the practi-cal business of war would be admitted generally upon a comparison with the best soldiers since Napoleon, but as a man and as a statesman he is not yet estimated as he should be, even by his own countrymen.

BRITISH VIEW OF GREEKS.

Friendships Between Them and Foreigners Pronounced Unusual.

London Telegraph. The Greeks are among the most curious people of the world and the most difficult to understand, None of the ethnological labels in common use can be said to describe or even imply their psychological characteristics. They have been successively termed a people of lazy, lying and spendthrift propensities, and also a nation of laborious, truthful, thrifty men and women, eager for peace, and scrupulous respectors of the property of their neighbors.

Neither statement is wholly in harmony

with the facts. The Russians say of them-

selves that you must eat forty pounds of salt with them before you can know them. But, then, the thing is possible. With the Greeks it is much more difficult to become acquainted, for the excellent reason that you cannot eat any salt with them at all. They will hospitably entertain you at a notel, but not under their own roof tree. It is, of course, almost as easy to strike up an acquaintance with a Hellene as with a Frenchman, to exchange ideas with him upon any topic he knows, or thinks he knows, especially, however, on politics. But this is at most a mere shop door acquaintance, however long it may last. He never gives the most friendly stranger the freedom of his house, and very seldom invites him thither, and yet is by no means inhospitable. An intimate friend of mine who has spent twenty years in one of the chief cities of the kingdom, tells me that neither he nor his wife has ever made a "friend," in the genuine sense of the word, among the natives, although they speak the language elegantly and fluently and have no end of "friends" in the conmeaning of this much-abused term. The Greeks, like most Orientals, are extremely reserved toward even the most friendly foreigners, and, curiously enough, among other reasons, because their ladies to partake of food which might possibly be open to criticism. The final outcome of this state of things is that the Greeks lose more

than the foreigners by this irrational shy-As a matter of fact, they are a kindly, warm-hearted people, frugal to a degree i siderations, protection was inimical to the that justifies their kinship with the ancient Spartans of black-broth fame, eloquent in plus population. The American is so simi- thenes of your school days, whose longwinded orations seemed endless, and they are passionate just to the extent required

by this eloquence. Having but lately emerged from barbarism and slavery they have not yet succeeded in obliterating all its traces. in very many cases they have covered them with a veneer of modern culture, which, like average English ice, will not bear much pressure. The curious mixture of naivete and shrewdness which results is unparalleled among the people of Europe or the world. To hear an educated Hellene talk like Nestor and act like a naughty child at one and the same time is no uncommon

During the present troubles in Crete 1 have over and over again listened to a very clever apercu of the political situation given by the Athenian of the upper ten, who would then wind up with a threat to spite the great powers by doing some incredible act which a schoolboy of eight would unhesitatingly characterize as folly. No doubt the feverish excitement of the moment and the provocation received are in some measure responsible for the loss of mental equilibrium, but only in part. To a great extent

One Variety of Office Seekers.

Washington Letter.

There is one kind of office seeker that is always the source of amusement, although ometimes he arouses some indignation. He is the man who wants to go abroad, but don't want the newspapers to say anything about it. He tries to see his congressman in as secret a manner as possible, and cautions him not to let the reporters know what he is here for. If he does accidentally run across a news-

paper man, he hastens to declare that he is the city looking after the interests of a friend who wants some appointment, Sometimes he grows insolent, and demands that no mention be made of his presence. as it is nobody's business. It then becomes the duty of the newspaper man to tell him that he could not get his name mentioned for less than advertising rates in any reputable paper, and he is also accorded the cheerful information that the administration is seeking men of somewhat higher caliber, and that he stands probably one chance in twenty thousand of getting a fifteen-hundred-dollar appointment. Representative Brosius was caught the other day signing petitions for office seekers, and in a half apologetic way said: "I'm doing this as a matter af habit, and every time I sign a petition presented by some

went to take the oath of allegiance at the

story about the two Southern women who

sympathy with the Confederacy, Betsy, go on and take the oath, said Mary; you need not mind. God will know that you do not mean it. I am a little like

STEEL FREIGHT CARS.

A Probability that They Will Be Generally Used. Pittsburg Commercial Gazette.

Rallroad men say the steel freight car is the car of the future. The Pittsburg. Bessemer & Lake Erie Rallroad has placed a \$600,000 order for steel cars with the Schoen Manufacturing Company, of Woods Run. The steel car industry enlarges the scope of Pittsburg enterprises and is another phase of the steel business which will require additional labor and give this city further fame for its manufacturing industries. The Westinghouse Company will furnish the airbrakes for the new cars and will equip each of them with the Westinghouse patent friction buffer brought out recently by Mr. Westinghouse. This buffer lessens the force of concussion by coming together in angles when the two cars meet. The cars are to be furnished immediately. Steel freight cars promise to entirely re-place the old wooden cars now in general use on every railroad in the world. The time. For use in carrying coal, ore, coke and like articles, it is claimed, these care cannot be surpassed. The cars to be furpointment. His interest in appointments in | pounds each. They will be thirty feet long.

> use these steel cars. Each car will cost about \$1,000, while the is expected that within a few years wooden cars will be a thing of the past. At present there is great competition among manufacturers of freight cars and this competition lessens the price. When the steel cars are generally introduced the manufacturers of wooden cars will probably gradually drift into the other field. As Pittsburg is articles of every variety, new plants are likely to be established here, and the city, it is predicted, will become the greatest steel center in the world. The Pittsburg,

roads all over the country are beginning to

The Westinghouse Airbrake Company will have additional use for its plant in supplying airbrakes to the Goodwin Car Company, which will supply the leading railroads the world with a dump car. It is claimed for these cars that they will dump loads of 60,000 pounds while running at the rate of fifteen miles an hour. A whole train can be unloaded in a second by simply pulling an air lever on one car, it is stated. The Westinghouse Airbrake and Electric Company, it is said, will supply the air cham-It will probably have the contract for supplying them to all the cars manufactured for every road in the United States that adopts the car. A prominent Pittsburg attorney, who saw a recent test and claims to be thoroughly informed on the subject, said:

"The Goodwin Company will not sell its cars but lease them at an annual rental, thus intending to establish a corporation that will rival the Pullman Company, Three of these cars were tested in the presence of leading railroad officials in western Pennsylvania in the yards of the Lake Erie ailroad Company, South Side, a few days ago, and the railroads in this section may lease thousands of the cars. A report is now being formulated by those who witnessed the tests and will be handed to the stockholders of the companies."

THE WAR CHESTS OF EUROPE. Some of Them Are Well Filled with

Ready Cash. How many people know that Germany has a special war treasure of \$30,000,000 lying in coined gold at Spandau? Financially, no less than in a military sense, Germany is fully prepared for war. Still, Germany is not so rich as England or France, whose war chests also have a very thick lining of gold. And the people of England and France are better able to put their hands in their pockets on an emergency than are the German folk. Heavily taxed as France is, it is estimated that her tax-

payers could certainly meet a demand of \$250,000,000 more for the war chest, under a sounder financial system and administra-As regards the war chest of Russia, it is practically empty. In fact, instead of having savings in her money box, Professor Geffcken, an authority, says she is always borrowing, even in times of peace. France has lent Russia the most money; in fact, the debt in that quarter is sald to be no less than five milliards of francs. Italy is worst off of any of the important states, her people being taxed to the verge of starvation to keep a comparatively small sum in the war money box. Even salt is taxed, with the result that the poor can

only afford half as much salt with their food as they used to take before the year 1871. The army swallows up all the savings of the country, and more, After all, perhaps, Germany's full money box would enable it to take the field for war more quickly than any other power, Germany prides itself that its war force of 2,549,918 men could take the field within ten days after order, and, backed up with the war chest with its \$30,000,000, this would be very formidable indeed

THE SOUTH AND PROTECTION.

Significant Prediction by a Southern Newspaper. Petersburg Index-Appeal (Dem.)

There is nothing more certain in the future than that the South will be protective and Democratic. The ideas are not antagonistic, and there is no mistaking the inevitable trend of events. There are natural and social conditions

which make it plain that the prosperity of outh will be deper nt on its growth and progress as a manufacturing section Without that growth and progress we shall continue to decline even as an agricultural section. It has been pointed out as a most significant fact that there were more than thirty Southern votes cast for the Dingley bill in the House of Representatives, and they were not all Republican votes, either. The tariff question is a business question, and it is time that the South was considering it in that light, and not as a mere partisan issue. There was a time when, by reason of its labor system and other conindustrial interests of the South, but that time has passed away, together with its peculiar institutions and conditions, and the South simply ties itself to a corpse by clinging to old methods. We believe that the voter row lives who

will see the time when Democratic conventions in the South will incorporate protection in their platforms as an essential and fundamental feature along with a declaration of relentless warfare on monopolies and trusts. Then the South will become great, prosperous and influential under the development of its marvelous natural re-

CORPORATE ETHICS.

The Illustration Furnished by the Indianapolis Street-Car Case. Pittsburg Dispatch. In Indiana there has been a positive

egislative attempt to regulate street-car fares in the interest of the people. That has evoked from the corporate element a legal contention that the Legislature cannot do it. The bill of the Central Trust Company, in behalf of the bondholders of the street railway, makes an assertion that is highly interesting as an example of corporate finance and et.ilcs. The declaration is "that the property of the street railway is now and has always been much less in value than the indebtedness of the company secured by mortgage," square assertion that all the stock and a part of the bonds of the company are bogus. If a private person contracts debts in excess of the value of his property, the creditors take the property for what it will realize, and the debtor goes out of business if not into prison, for false pretenses. But in this corporate issue the theory is declared in the courts, under the legal direction of an ex-President of the United States, that because the bondholders permitted the company to swindle them by issuing bonds in excess of the value of the property, therefore, the State cannot exercise its power of regulating fares. That theory has just been upheld by the United States District Court. It will be seen that this draws the issue rather more plainly than usual between flat stock and bonds and the public interest.

One View of It.

Cleveland Plain Dealer It is said that the Indianapolis Literary Club recently blackballed Governor Mount because he is a farmer. People who are familiar with the standard of literary excellence in the Hoosier capital, and who remember that Indiana claims more poets inclined to congratulate the farmer-Gov-

Poor Dog

Chicago Evening Post.